


Time (h)	Plasma concentration (mg/ml) (○)	Plasma concentration (mg/ml) (□)
0	0.0	0.0
1	0.85	0.75
2	0.75	0.65
4	0.55	0.45
6	0.45	0.35
8	0.35	0.25
10	0.25	0.15
12	0.15	0.10

ENTERTAINERS.

  
THEATRE ROYAL  
CITY HALL.

MANAGER.....NEIL O'BRIEN.

**MASCOTTE OPERA COMPANY,**

**THIS (THURSDAY) EVENING,**  
the 29th October, 1885.

**EXTRAORDINARY NOTICE.**

**PREVIEW PERFORMANCE OF THE**  
**MASCOTTE OPERA COMPANY.**

Owing to the delay in the departure of the  
steaming steamer, the MASCOTTE OPERA  
COMPANY will perform THIS EVENING  
SIR WALLACE'S Gem of English Opera  
MARITANA.

MARITANA,  
MARITANA.  
MARITANA.

**SINGINGLY! SEE LAST APPEAR-**  
**ANCE IN HONGKONG.**

**CONDUCTOR, SENEOR VALENZA.**

On Plan now open at KELLY AND WALSH.  
HONGKONG 29th October 1885.      7105

**FOR MOHLOW AND PAKHOI.**  
**THE SCOTCH ORIENTAL STEAM-  
 SHIP COMPANY, LIMITED.**  
 THE Company's Steamer

**"DANFUE,"**  
 Captain Geo. Anderson, will be despatched for  
 above Ports on SUNDAY, (the 1st Novem-  
 ber) at DAYLIGHT.  
 For Freight or Passage, apply to  
**YUEN FAT HONG,**  
 Agents,  
 Hongkong, 23rd October, 1855. | 1855

**"GIBB" LINE OF STEAMERS.**  
 FOR SYDNEY AND MELBOURNE,  
 calling at PORT DARWIN, and QUEENSLAND  
 ISLANDS, and taking through Cargo to ADE-  
 LAIDE, TASMANIA, and NEW ZEALAND.  
 THE British Steamer

**"KILDARE,"**  
 Captain Johnson, will be despatched as above on  
 WEDNESDAY NEXT, (the 4th November, at  
 2 P.M.)  
 His Steamer has excellent Accommodation  
 for First Class Passengers.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
 Managers,  
 Hongkong, 23th October, 1855. | 1857

THE SENIOR COMMISSARIAT  
OFFICE will receive tenders for  
to be made, until 12 o'clock Noon, on a SATUR-  
DAY, the 31st day of October, 1885, for a  
P O N T O O N.  
The PONTOON will be built in accordance  
with the Plans and Specifications, Copies of which  
Persons of Tender can be procured at the  
COMMISSARIAT and TRANSPORT OFFICE between  
the hours of 10 A.M. and 4 P.M.  
The Commissariat and Transport Office, at  
Hongkong, 24th October, 1885. 1890  
FONG, PHOTOGRAPHER  
STUDIO, ICE HOUSE LANE,  
BEHIND NEW ORIENTAL BANE,  
HONGKONG.  
I HAVE a large and more COMPLETE  
COLLECTION OF VIEWS, than any other  
in Empire, the Copies of which are only  
to be purchased at this Studio or Messrs.  
JAMES WATSON'S.  
FINE MINIATURES of Superior Excellence  
in High Finish, painted under careful  
direction.  
LARGE PAINTED VIEWS, Groups and Por-  
traits of different sizes taken daily. 147  
UTLER, PALMER & Co  
Wine Shippers  
LONDON, BORDEAUX, CALCUTTA, PANAMA,  
MADRAS, LAGOS, KUEKCHIEH, &c.

Their Representatives in China—  
 MRS. JARLINE, MATHESSON & CO., Hongkong  
 SUPERIOR WATER, of the {  
 LARKE, CRAWFORD & CO.} Shanghai,  
 attention to some of the items assigned to  
 their care by this well known house—  
 LARKE'S, Mouton, Larose, St. Julien, &c.,  
 Mart's & Pints.  
 LARKE'S, Selected White Seal and Amrose,  
 ANZANILLA.  
 These Sherries are also shipped in Jars.  
 FLYALIDS' PORT WINE—recommended.  
 DUTCH WITSEY, free from rumell oil.  
 WHITE WINE—CY—the best.  
 COGNAC—of several qualities  
 distinguished by the names of  
 and List of other items on application to  
 either of the above Firms. [213]  
 maintain the high standard quality that  
 our well known FOUR STAR COGNAC  
 for many years has been celebrated for we regret  
 that the Hongkong owing to depre-  
 ciation of Silver, cannot offer it at the same  
 allowing discount to resellers. We are  
 lent that British Resident in China would  
 to that we should maintain the reputation  
 of the Four Star brand of Cognac.  
 FOUR STAR quality is held by our  
 and friends Messrs. JARLINE, MATHESSON  
 & MESSRS. SIMMONS & CO. for Sale,

OUTLER, PALMER & Co.  
 NED FRUITS,  
 VEGETABLES,  
 MEATS AND SALMON.  
 FLOUR AND MEALS.  
 MANILA CIGARETTES  
 DISTONIES AND MONUMENTS,  
 CIGLES AND TRICYCLES.  
 AMERICAN BILLIARD POOL TABLES  
 AMERICAN CARRIAGES & BUGGIES.  
 AMERICAN REPTILES AND POISONED.  
 ELECTRIC FAMILY SOAP.

A. HINZ,  
 Agent.  
 1632  
 Hongkong, 8th September, 1885.

ENTER TIME TABLE.

THE KOWLOON FERRY.

"MORNING STAR"  
 Leaves Daily at 8 P.M. between PUNDA'S  
 WHARF and TSIN-TAI-TSU at the following  
 —This Time Table will take effect from  
 1st October, 1885.

LEAVES		SUNDAYS	
Leaves	Leaves	Leaves	Leaves
Hongkong	Kowloon	Hongkong	Kowloon
7:30 A.M.	5 A.M.	7:15 A.M.	5:15 A.M.
8:30	7:30	8:30	7:30
9:30	8:30	9:30	8:30
10:15	11:00	10:15	11:00
11:30	12:00	11:30	12:00
12:30 P.M.	1:30 P.M.	12:30 P.M.	1:30 P.M.

"	"	2.50	"	3.00	"
"	"	3.00	"	4.00	"
"	"	4.00	"	4.35	"
"	"	4.30	"	4.50	"
"	"	5.10	"	5.25	"
"	"	5.40	"	6.15	"
"	"	6.40	"	7.00	"

There will be no Launch on Monday and on account of cooling.

Above Time Table will be strictly adhered to under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

[39]



## INTIMATION.

## CHRISTMAS AND NEW YEAR'S CARDS.

Just received a varied assortment from the best ENGLISH, AMERICAN, and GERMAN HOUSES allowing a selection out of several hundreds.

At PRICES TO SUIT ALL.  
By Parcel Post ornamental Cards and small Presents can be sent home very cheaply.

A. S. WATSON & Co.,  
HONGKONG DISPENSARY.

The Daily Press.

HONGKONG, OCTOBER 26th, 1888.

The fact that a number of the *Greyhound* pirates have been captured by the Chinese authorities is a cause for satisfaction, but the question arises, supposing the men to be guilty, whether the punishment should be inflicted by the Chinese courts or those of Hongkong. The offence was committed on a British vessel, and it would be more in accordance with the fitness of things that the offenders should be tried in a British court. Unfortunately, however, the rendition of criminals between Hongkong and China has been suspended, owing to the action of Hongkong in declining to give up to the Chinese authorities certain persons accused of murder committed in Chinese territory. The clause in the treaty reads as follows:—“If criminals, subjects of China, shall take refuge in Hongkong or on board the British ships there, they shall, upon due requisition by the Chinese authorities, be searched for, and, on proof of their guilt, be delivered up.” It has been held that the proof required is absolute and not *prima facie*. Hence the deadlock. In ordinary cases of rendition between civilized countries it is held sufficient to establish a *prima facie* case such as would justify a magistrate in committing the accused for trial, but as regards the surrender of criminals to China a different rule has been adopted, and the Chinese Government, treating this, have suspended rendition altogether. The policy of refusing to hand over fugitive criminals to China is, we think, extremely questionable. It is true that no great confidence can be reposed in the justice of Chinese courts, but the law of the greatest good to the greatest number seems to demand that we should recognize the courts, had though they be, and hand over the fugitives for trial by their own tribunals. Otherwise the colony affords an asylum to all Chinese criminals who can succeed in reaching it, while on the other hand persons who commit crimes in Hongkong have only to escape to Chinese territory in order to be safe from further pursuit at the hands of the authorities here. In extraordinary cases, however, such as murder, probably the Chinese authorities would take the punishment of the fugitives from this colony into their own hands, if they caught them, without exercising any very great nicety as to the technical validity of the proof offered, for the Chinese show no tenderness to criminals. It is certain the *Greyhound* pirates will not be allowed to escape, for the Chinese authorities are thorough believers in the legal maxim that *pirata est hostis humani generis*. The only danger to be apprehended in this case is lest innocent men should suffer, a contingency a thousand times more likely to happen to a Chinese than in a British court.

The Austrian gunboat *Nautilus*, Captain Spetler, left here yesterday for Singapore.

The Spanish steamer *Bulmar* was discharged from the Kowloon Dock yesterday.

The German steamer *Albatross*, from Hamburg, landed two batteries of Krupp guns at Shanghai, and is going for Shanghai, and the other for Yantai.

The Tannu correspondent of the *Shanghai Mercury* says that if the reports of Chinese press, Formosa will soon be connected by a cable with the mainland, which probably will have its influence upon trade.

The Queen's-road stabbing case was again before the Police Court yesterday, some evidence being taken, of which a report will be found in our columns. As will be seen, another man has been arrested on the same charge, so that there are now three men in custody charged with the commission of an offence which certainly only one man was guilty of. The evidence is very conflicting, and will probably be considered in question was first enacted. We are therefore to deny the reasonableness of the German view in order to gain a temporary advantage. This may be the main matter of the *Strait Times* contention, but it is a purely side issue and does not touch the vital question in dispute. The German mode of measurement may or may not be a sensible and perfectly justifiable one, but assuming it to be so, that does not dispose of the contention that no advantage should be allowed to foreign or British shipping in a British port. If the British law be faulty let it be amended by all means, but let there be no mistake as to the fact that it is British law, and British law alone, that is to be enforced. At present, owing to the blundering of the British Government, this is not the case, but there can be little doubt that as soon as the letter of the Hongkong Chamber of Commerce to the Secretary of State has been considered the point will be satisfactorily disposed of. In our previous article, to which the *Strait Times* replies, we contended that if German vessels were allowed to introduce immigrants into Singapore in accordance with German regulations, it would be to number the vessels of other nations must also be allowed to bring them in accordance with the regulations of their own authorities, and we pointed out the inconvenience as well as the injustice that would accrue from a multiplicity of standards. “This,” says our contemporary, “looks very convincing, but what does it amount to? Simply that, because we are quite willing to admit a measurement which our own common sense approves, we shall therefore be bound to accept a measurement which may outrage all ideas of humanity.” We at once concede that a foreign official at a Chinese port might see fit to authorize a shipmaster to emulate the horrors of the middle passage. But to say nothing of the fact that the maritime regulations of all these countries are in this respect scarcely

less liberal than our own) the Governor in Council would retain the right of regulating any given number of passengers from landing in the colony. If the Governor in Council could retain this right, it follows that he already possesses it, and what has been contended for in Hongkong is that this right should be exercised in such a way as to place all vessels on the same footing. Surely no argument is needed to demonstrate the fairness of this contention. There has been no attempt on the part of the British shipowners to gain what the *Strait Times* calls “a temporary advantage”; all that is asked for is equal terms. But our contemporary immediately contradicts itself as follows:—“And we will go further. We venture to say that we have no right whatever to interfere with the passenger regulations under any flag so long as they represent the deliberate official decision of its Government. If they outrage the common sense of humanity at large, all right minded nations will join in putting such pressure upon that Government as will oblige it to alter them.” The possibility of such outrage to the common sense of humanity at once establishes the necessity of regulations, and the Governor of Singapore having the power to make such regulations, why appeal to “all right minded nations” to join in putting pressure on the Government concerned? The article then goes on to say:—“But the argument is not that such regulations [i.e., the regulations which outrage the common sense of humanity at large] injure the business of Messrs. A. B. & Co., but that they are unsuitable to humanitarian requirements. There is a fair consensus of opinion amongst the leading European nations as to what is permissible, and this may safely be relied on to keep people within due bounds.” It is quite true that Messrs. A. B. & Co., as A. B. & Co., have no claim to special consideration, but the interests of British trade as a whole have an indisputable claim to consideration, and our complaint against the *Strait Times* is that that claim has been totally ignored. Our contemporary also says:—“In the very cases which gave rise to this discussion it was admitted that the question was a national and not a hygienic one. Each colony is a German steamer gets the same space as in a British steamer. The simple difference is that in our vessels we do not count covered hatchways passenger spaces.” This is not accurate. In addition to the difference that in British vessels we do not count covered hatchways passenger spaces, there is the further important difference that whereas British vessels are only allowed to carry deck passengers during a certain portion of the year German vessels are allowed to carry them all the year round. This is a matter of detail which we mention merely for the information of our Singapore friend and not as touching the real question at issue. Whether the advantage conceded to a German ship over a British ship amounted only to a hundred dollars in the course of the year or, as is actually the case, to some thousands, the principle involved would remain the same. Our contention is that vessels taking passengers to Singapore should be subject, no matter what their nationality, to one uniform law as to the number of passengers that may be landed. The *Strait Times* admits the desirability of this, but contends that the standard should be fixed by Germany and not by England. If our contemporary cannot itself see the absurdity of this we must leave it to enjoy the position as best it can.

The Japan Gazette of the 19th instant informed that the Japanese fishing vessel *Shimoda* had been wrecked during a heavy weather. Fortunately there were no lives lost.

The Macao Opera Company performed Gilbert and Sullivan's opera “The Mikado” last night at the Theatre Royal, before a crowded house, and achieved a signal success. It was largely attended, and the military, owing to the presence of two Regiments in the colony, was very prominent.

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## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon. There were present:—His Excellency the Governor, Sir George Bowen, Mr. P. STEWART, Acting Colonial Secretary, Hon. E. L. O'MALLEY, Attorney-General, Hon. A. LISTER, Colonial Treasurer, Hon. J. M. PRYDE, Surveyor-General, Hon. P. DYER, Hon. T. JACKSON, Hon. P. D. BARBOON, Hon. WONG SHING.

The minutes of the last meeting were read and confirmed.

THE ACTING COLONIAL SECRETARY—I have to lay on the table three minutes by His Excellency the Governor, recommending certain votes of money.

THE CHIEF OF COMPTROLS read the minutes, which recommended the Council to vote the following sums:—

Fitting machine gun to Police launch No. 2, \$415.25.  
Fitting machine gun to Police launch No. 3, \$415.25.  
Fitting machine gun to Police launch No. 4, \$415.25.  
Fitting machine gun to Police launch No. 5, \$415.25.  
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Fitting machine gun to Police launch No. 99, \$415.25.  
Fitting machine gun to Police launch No. 100, \$415.25.

THE ACTING COLONIAL SECRETARY—I have to lay on the table three minutes by His Excellency the Governor, recommending certain votes of money.

THE CHIEF OF COMPTROLS read the minutes, which recommended the Council to vote the following sums:—

Fitting machine gun to Police launch No. 2, \$415.25.  
Fitting machine gun to Police launch No. 3, \$415.25.  
Fitting machine gun to Police launch No. 4, \$415.25.  
Fitting machine gun to Police launch No. 5, \$415.25.  
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Fitting machine gun to Police launch No. 11, \$415.25.  
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Fitting machine gun to Police launch No. 13, \$415.25.  
Fitting machine gun to Police launch No. 14, \$415.25.  
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Fitting machine gun to Police launch No. 32, \$415.25.  
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Fitting machine gun to Police launch No. 34, \$415.25.  
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Fitting machine gun to Police launch No. 100, \$415.25.

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Fitting machine gun to Police launch No. 6







